

THE
"OVERLAND CHINA MAIL"
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MAIL DAY.

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of Hongkong and the
Far East.

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per annum.

The China Mail.

ESTABLISHED 1845

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and "OVERLAND CHINA MAIL"
may be made to our office at
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Canton, Peking & Co.
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Manila, A.M. Watson & Co. Ltd.

No. 18,601.

號六廿月七年六十百九千壹第

HONGKONG, WEDNESDAY, JULY 26, 1916.

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SOLE AGENTS:

A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
Tel. 616

HONGKONG VOLUNTEER
RESERVES.

Major Wakeman, Commanding H.K.V.R.

APPOINTMENT.

His Excellency the Governor has been
pleased to appoint Captain C. Champlin
to act as Adjutant of the Hongkong
Volunteer Reserve during the absence
on leave of Captain G. K. Hall Branton
until further notice with effect from
the 23rd July, 1916.

PROMOTIONS.

Les. Sergt. J. A. Young is promoted
Sergt. in the Machine Gun Section.
Cpl. C. E. H. Beavis is promoted Sergt.
and posted to Platoon No. IV as Platoon
Sergt.

Cpl. D. Harvey is promoted Sergt. and
posted to Platoon No. I Section 1.
Cpl. A. B. Brown is promoted Sergt.
and posted to Platoon No. III Section 10.
Cpl. J. C. West is promoted Sergt. and
posted to Platoon No. II Section 6.
Cpl. C. H. E. Bannerman is promoted
Sergt. in the Machine Gun Section.

Cpl. W. Mackay is promoted Sergt.
and posted to Platoon No. VII Section
11.

Cpl. W. M. Humphreys is promoted
Sergt. and posted to Platoon No. II
Section 5.

Cpl. J. Morton Smith is promoted
Sergt. in the Mounted Section.

Cpl. J. Olson is promoted Sergt. and
posted to Platoon No. V Section 1.

Cpl. J. W. Deakin is promoted Sergt.
and posted to Platoon No. VI Section 5.

Cpl. A. Charlton is promoted Sergt.
and posted to Platoon No. VII Section 9.

Les. Cpl. J. A. Lyon is promoted Cpl.
and posted to Platoon No. VII Section
10.

Les. Cpl. C. C. Hickling is promoted
Cpl. and posted to Platoon No. V
Section 2.

Les. Cpl. N. L. Loeffe is promoted Cpl.
in the Mounted Section.

Les. Cpl. W. V. Daniel is promoted
Cpl. in the Machine Gun Section.

Les. Cpl. J. M. Smyth is promoted
Cpl. and posted to Platoon No. VIII
Section 14.

Les. Cpl. J. C. Logan is promoted Cpl.
and posted to Platoon No. V Section 4.

Les. Cpl. F. F. Jackson is promoted
Cpl. and posted to Platoon No. IV
Section 13.

Les. Cpl. E. Abraham is promoted
Cpl. and posted to Platoon No. VI
Section 8.

Les. Cpl. A. Kempthorne is promoted
Cpl. and posted to Platoon No. VIII
Section 12.

Les. Cpl. H. C. Sandford is promoted
Cpl. and posted to Platoon No. IV
Section 13.

Les. Cpl. J. Johnstone is promoted
Cpl. and posted to Platoon No. I
Section 4.

Les. Cpl. E. V. Carpinel is promoted
Cpl. in the Machine Gun Section.

Les. Cpl. A. S. Mackinnon is promoted
Cpl. and posted to Platoon No. II
Section 9.

Les. Cpl. G. A. Walker is promoted
Cpl. and posted to Platoon No. II
Section 8.

Les. Cpl. H. B. L. Dowbiggin is promoted
Cpl. and posted to Platoon No. VII
Section 9.

Les. Cpl. W. Hill is promoted Cpl. in
the Signalling Section.

Les. Cpl. J. W. Harris is promoted Cpl.
and posted to Platoon No. VIII
Section 15.

Les. Cpl. G. R. Edwards is promoted
Cpl. and posted to Platoon No. I

TRANSFER.

Pte. E. W. White is transferred to
Platoon No. V Section 2.

Pte. G. H. May is transferred to
Platoon No. VII Section 12.

Sergt. S. E. Green is posted to Platoon
No. IV Section 16.

It is notified for general information
that correspondence intended for the
Adjutant should be addressed c/o The
Mercantile Bank.

Every member of "A" and "B" com-
panies not especially exempted on
medical certificate or urgent private
affairs is to attend the Inspection Parade
on 26th inst.

(Sd.) C. CHAMPLIN, Capt.
Adjutant, H.K.V.R.

BLAZON TYPE NOT NECESSARY.

CHAMBERLAIN'S Colic, Cholera and
Diarrhoea Remedy needs no glaring
headline to attract the public eye. This
simple statement that all chemists sell it
is sufficient, as every family knows its
value. It has been used for forty years
and is just what its name implies. For
sale by all Chemists and Storekeepers.

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Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
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MANUFACTURERS OF

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Oil Drilling Cables of any size up to 3,000 feet in length

Prices, Samples and full particulars will be forwarded on application to
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Hongkong, April 11, 1912.

501

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Hot and Cold Water System throughout.

Best of Food and Service

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J. WITCHELL,
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OVERLAND EDITION.

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PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.

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DON'T Forget after the Show, Supper
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787' x 88' x 34' 6"

Patent Slipways

taking vessels up to 3,000 Tons.

ELECTRIC CRANES

lifting up to 100 Tons.

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Light Draft Carriers, Gunboats, Speedy Launches, Harbour Craft

Houseboats and Pleasure Craft of every description.

Motor Pumping and Lighting Sets. Motor Vehicles etc.

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BUTTERFIELD & SWIRE Hongkong, China and Japan Agents

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THE INFALLIBLE INSECT REPELLER.

DELICIOUS PERFUME. PERFECTLY HARMLESS.

50 cts. \$1.00 \$2.50 per bottle.

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THE VICTORIA DISPENSARY.

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AND

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PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

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A FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies

rooms, Roof Garden.

Terms: From \$5 per day. Telegraph add: "Peaceful."

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INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE

COMPANY, LTD.

and

THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL FUND at 31st DECEMBER, 1914,

£23,970,367.

I—Authorized Capital £5,000,000

Subscribed Capital £4,500,000

Paid up Capital £3,457,500

II—Fire Fund £3,322,447

III—Life & Annuity Fund £12,870,520

Sinking Fund Account £23,970,367

Revenues Fire Branch £2,381,468

Life and Annuity Branches £2,141,593

Revenues Marine Department £327,523

Other Receipts £78,540

£23,970,367

The Accumulative Funds of the various

Branches are separately invested, and, by

Act of Parliament, are set aside to meet

the claims under the respective Depart-

ments of the Company's Business.

SHEWAN TOMES & CO.

PATELL & CO.

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AND

Commission Agents

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SHANGHAI,

CANTON

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TERMS VERY MODERATE.

Consultation Free.

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Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMSHIP CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 26th JULY.

8 A.M. 'HEUNGSHAN' 10 P.M. 'KINSHAN' 8 A.M. 'HONAM' 5 P.M. 'FATSHAN'

THURSDAY, 27th JULY.

8 A.M. 'HONAM' 10 P.M. 'FATSHAN' 8 A.M. 'HEUNGSHAN' 5 P.M. 'KINSHAN'

Single Fare by Night Steamer \$6.00
Return Fare by Night (available also for Return by Day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE

S.S. 'TAISHAN' Tons 256. S.S. 'SUI TAI' Tons 180.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO

SUNDAY, 30th JULY.

The Company's Steamship, "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at

7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street

Wharf.

CANTON-MACAO LINE

S.S. 'SUI-AN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMSHIP CO., LTD., THE CHINA NAVIGATION CO., LTD.,

AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE

S.S. 'SAINAM', 688 Tons, and S.S. 'NANING', 489 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 9 A.M., and the other leaves Wuchow for Canton on the

same days at 8.30 A.M. Round trips take about 6 days. Passengers can return in

troughing or vice versa, by the Company's direct Steamers, "LIENTAN" and

"SARUL". These vessels have superior cabin accommodation and are lighted

throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 9 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMSHIP CO. LTD.

HOTEL MANSIONS (First Floor).

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The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

"BOURNVILLE COCOA represents the

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the market; it fully maintains its high reputa-

tion in food value and delicacy of flavor, and

is second to none in any respect whatsoever."

Medical Magazine, March, 1912

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CHOCOLATES

In Tins and Fancy Boxes

Specialty Packed for Export

FROM "THE FACTORY IN A GARDEN" BOURNVILLE, ENG.

INTIMATIONS

HONGKONG JOCKEY CLUB.

A MEETING of Members interested in SUBSCRIPTION GRIFFINS for the next Races will be held at the Jockey Club Offices on TUESDAY next, 1st August, at 12 o'clock NOON.

By Order,

T. F. HOUGH,

Clerk of Course,

Hongkong, July 25, 1916. 853

NEW COLUMBIA RECORDS.

- 38520 (Concerto in E Minor (Violin) Tsyas.
D17727 Serenade (Spanish Dance) (Cello) (Pablo Casals).
The Swan.
D17712 Campanella (Piano Solo) (Glowinsky).
Hark, Hark, The Lark (Piano Solo).
D17701 Nocturne in E-flat (Violin) Parlow.
Liebesfrüh.
D17711 Invitation to the Waltz (Grand Sym. Orch.).
Isle's Love Song.

THE ANDERSON MUSIC CO., LTD.

6, Des Voeux Road. Tel. 1321.

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THE Undersigned having been appointed Agents for the COWIE HARBOR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL, which is known to be the best in the world, and is of a very moderate consumption.

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Siboko Bay (Sebatik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD., Agents COWIE Harbour Coal Company, Limited.
Hongkong, Dec. 2, 1915. 1027

JAPANESE MAKERS

Every kind of Footwear

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Telephone No. 491.

Hongkong, March 20, 1914.

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Ct.

HISTORY OF UNION CHURCH (1891-1909) ... 50

BONGKONG'S MUSICAL HISTORY ... 50

NOTES ON WILD-LIFE IN HONGKONG AND SOUTH CHINA (by Rev. G. A. Babbury, M.A.) ... 50

Part I—Mammals and Birds ... 50

Part II—Reptiles, Amphibians and Fishes ... 50

PREACHING OF THE GOSPEL IN JAPAN AND TIBET (Historical Pamphlet) ... 25

THE MISSIONS STRANGERS (History of the Eastern Churches) ... 1.00

CHINESE SCHOOL BOOK ("San Tai King" translated by E. J. Eitel) ... 20

SIR ROBERT HART'S LAND TAX MEMORANDUM (a critical edition) ... 20

WASHING BOOKS (for men) ... 20

If you have a good appetite one of the big variety of Rainy Plates at the ALEXANDRA CAFE is sure to tempt you.

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An Experienced ASSISTANT capable of taking charge of EXPORT Department of a large firm. Apply in writing, stating terms, to: L. C.

C/o "CHINA MAIL" Office.

Hongkong, July 25, 1916. 854

WANTED.

A Good Second-hand PRISMATIC BINOCULAR, 6 or 8. Good price for suitable glasses.

Apply to "BINOCULAR."

C/o "CHINA MAIL" Office.

Hongkong, July 25, 1916. 854

WANTED TO BUY.

LLOYD'S REGISTER

YEAR 1914/1915.

Offers to "L.R."

C/o "CHINA MAIL" Office.

Hongkong, June 23, 1916—781

HONGKONG TRAMWAY COMPANY LIMITED.

(Incorporated in the United Kingdom).

NOTICE IS HEREBY GIVEN that an interim dividend at the rate of 2 per cent for the half year ended 30th June, 1916, has been declared. The dividend will be payable on and after WEDNESDAY, the 12th day of September, 1916, to Shareholders on the Register on MONDAY the 31st day of July, 1916, and will be paid to Shareholders on the Colonial (Hongkong) Register at exchange of 2/1 per dollar.

By Order of the Board,

W. E. ROBERTS,

Secretary.

Hongkong, July 17, 1916. 837

DAIRY FARM NEWS.

HAMS! HAMS!! HAMS!!!

FARMER HAMS ... 85 cts. per lb.

ROYAL HAMS ... 80 "

YORK CUT HAMS ... 60 "

COOKED HAM

(In Slices) ... \$1. - per lb.

THE DAIRY FARM CO., LTD.

68

EVERY BEETLE EVERY BUG

In killed.

over "Keating's" comes into thorough contact with it.

Sold in this only.

The surest way to kill bedbugs, bugs and all household insects is to

Use

KEATING'S POWDER

MARTIN'S APOLASTER PILLS

A French Remedy for all Disorders of the Digestive System.

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HIGHEST GRADE CIGARETTES and TOBACCO



Smokers of GARRICK SMOKING MIXTURE are always sure of a cool and refreshing smoke.

Acknowledged by the connoisseur to stand alone for purity and charm of flavour.

OBTAINABLE AT ALL LEADING TOBACCONISTS

GARRICK CIGARETTES are always the same, always good, always satisfying.



Acknowledged by the connoisseur to stand alone for purity and charm of flavour.

A WORD TO THE BUSINESS MAN.

Since the war began there has been a great deal of talk in this country about capturing German trade. So far it has been all talk, the truth being that what is first required is not the capture of German trade but the recapture of our own. And we shall not be in a position to recapture our trade until industry is once again regarded as a national interest worthy of national support. In the meantime the Germans, who are no fools, are pretending that Great Britain has all her plans complete for a tremendous attack upon German trade, and that, therefore, no sacrifice is too great for the support of the German industry. Whereas our Government is both wasteful in its expenditure and unsympathetic towards the manufacturer, the German Government is frugal and allows the manufacturer to accumulate his war profits as a great industrial reserve. Moreover, the German Government, having well-organised and well-prepared industries, has got the maximum of work out of them with the minimum of dislocation. All these things considered, this country will do well to recognise that the Germans have got a very long start, and that this country has a very long way to make. Now, there are four factors in this national problem: the Government, the merchants, the manufacturers—including always the farmers, who are actually hostile to the Government and Labour. In Germany these four interests work in general harmony, because they are all agreed upon a policy of production. In this country there is no harmony because there is no common policy. The late Government, whose policy was, in fact, to support the support of that section of our mercantile interest which imported the manufactured goods and foodstuffs of other countries. In other words, our Government and a section of our merchants were actually hostile to the British industries. This unholy alliance had the support of organised Labour which was misled by its quarrel with the employer and by the doctrine that cheapness, not strength, or security, or employment, was the thing chiefly to be desired. The merchants, believing in individual competition, fought for their own hands, and there was no understanding between the various industries. Thus the British house was divided against itself, and the well-organised German industry was defeating us in detail.

Now we have got to change all that if we are to survive, and the question arises—How is it to be done? We venture to say that the best way of beginning is for our industries to organise themselves. In former times the City Companies, which now exist for charities, schools, and dinners, were the fighting organisations of their respective industries. The Fishmongers' Company, for example, fought a long and successful fight against the organised competition of Hanseatic and Dutch fishmongers. Each industry is organised separately on the old lines, as Guilds there should be a place for labour as well as capital in the organisation. In Germany the Guild system was revived by Bismarck and was one of the chief sources of the general harmony between master and workman. When all the various industries are organised they might meet on a common council, which would be like the Headquarters Staff of an army. There are signs that our manufacturers are already at work on some such lines as these, although up to the present there has been a good deal of fumbling and over-lapping. Our industries have, in fact, forgotten what organisation for national purposes means, and must relearn it from the beginning. But the sound feeling and driving force of patriotism behind these movements are unmistakable.

We printed the other day a speech by Mr. Dudley Docker at the annual meeting of the important manufacturing company of which he is Chairman. Mr. Docker gave some details of just such a General Staff as might unite and mobilise the industrial interest for national purposes. His hope is to secure the co-operation of at least a hundred of the leading industrial firms of the country as a nucleus, round which the national industries might form themselves. "Already," he is able to say, "the membership embraces many of the leading industrial firms in the United Kingdom, the market value of whose aggregate capital is between 60 and 90 million pounds." These firms have all agreed to deposit £1,000 as the beginning of a fund for the service of the cause to which the organisation is devoted. That cause is nothing less than the cause of British industry, and it includes, as we are glad to see, the task of bringing about a partnership between Capital and Labour. "As the front in the trenches," says Mr. Docker, "such a one exists, and when the battle is won, should not the partnership be consummated at home?" There, indeed, is a great ideal. As to politics, Mr. Docker is no doubt right in placing his trust less in systems than in men. He wants an independent Parliament, representing the interests of the country. "After all," he says very truly, "our Parliaments are what we make them." But before all and above all is the organisation of our industries. His organisation of our industries is the basis of our advice to the industries of the country is to organise. With organisation everything may be done; without organisation nothing. Like Mr. Docker, we have begun to be sceptical of any good coming to our industries except through the efforts of the industries themselves. We all recollect how Mr. Asquith insulted our business men by promising them a Peace War Book. To this insult another is now added. Mr. Harcourt, at this crisis of our fate, takes over the temporary control of the Board of Trade by reason of the indisposition of Mr. Runciman. Mr. Harcourt is eminent only as a politician. He knows nothing of, and cares nothing for, the British industry. If the Empire Business Conference, which meets this week in earnest it will not allow itself to be fudged off by the empty nothings and resounding platitudes of the Mandarins of both sides who have so far contributed nothing but talk to this vital question of our industrial future.—(Morning Post).

THE WRECKERS AT WORK.

EXPLOSION AT HANYANG POWDER WORKS.

The Government is in receipt of advice from Wuhan, reporting that on Friday morning a terrible explosion took place at the Hanyang Powder Works which resulted in the death of the Director of the Works and four of its assistants. The explosion was caused by the opening of a box, which had been sent as a present to General Wang who is the Tu Chuan of Hupeh and forwarded by the General for examination at the Powder Works. It is believed that the box—which contained an infernal machine—came from a Kuo Min Tang source and this led the General to regard it with suspicion, as his removal is desired by this political party.

Describing the scene of the explosion, the Central-China Post says that the explosion took place in the laboratory of the Works, which was totally wrecked. One wall was blown clean out, windows and doors were smashed to pieces, and all contents destroyed. The bottom part of a staircase some distance from the room was blown up to the top and deposited there. As to the occupants of the room their remains were scattered about everywhere in small pieces.

This deplorable affair, adds the Hankow paper, has caused a great deal of indignation, as Major-General Sher, the director, was a highly accomplished gentleman whom it was very difficult to replace, and he had a large circle of friends.—(Peking Gazette).

The Man Who Gets There

Is the man who has blood—real rich red blood and plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

restores blood—lots of it—its giving, brain, nourishing, strength, replenishing blood.

OF ALL CHEMISTS

Price: \$1.25 and \$2.25

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.



HONGKONG & MANILA

MITSUBISHI GOSHI KWAISHA

(Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, KANADA, SHINNEW, KAMİYAMADA, BIRAI & OYUBARI COLLIERIES.

AGENT FOR SAKITO COAL.

Head Office:—

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For Particulars, apply to

K. KATO,

Manager,

No. 2, PRINCE STREET,

HONGKONG.

SINGON & CO.

ESTABLISHED A.D. 1890.

IRON STEEL, METAL AND HARD

WARE MERCHANTS. Wholesale

and Retail Ironmongers, Pig Iron and

Foundry Cokes Importers, General Store-

keepers and Shipchandlers Nos. 35 and

37, HING LOON STREET, (Old Street, west

of Central Market) Telephone No. 515.

Hongkong September 4, 1918.

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Lent for ADMIRALTY CHARTS

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers,

High Class English Jewellery.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipways and can accommodate any craft of 500 tons long.

Town Office: 48, CONRAD ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard: SHAM-SUT-PO, Kowloon, Hongkong.
Estimates furnished on application.

WONG PING WAI, Manager.

Hongkong, April 1, 1912.

THE EVER POPULAR HOUSEHOLD REMEDY

Which has now borne the

Stamp of Public Approval for

OVER FORTY YEARS.

ENO'S FRUIT SALT

PLEASANT TO TAKE,

REFRESHING AND INVIGORATING.

IT IS VERY BENEFICIAL IN ALL CASES

OF

Biliousness, Sick Headache, Constipation,

Errors in Diet—Eating or Drinking, Thirst,

Giddiness, Rheumatic or Gouty Poison,

Feverish Cold, with High Temperature

and Quick Pulse, and Feverish Conditions

generally. It is everything you could wish

as a simple and Natural Health-giving

Agent.

Prepared only by

J. C. ENO, Ltd., 'Fruit Salt' Works, London, England

SOLD BY CHEMISTS AND STORES EVERYWHERE.

WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave, so that you may receive it while at Home.

Price \$13 per annum, including postage.

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The CHINA MAIL, Ltd., Wyndham Street.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

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AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
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PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Cable and
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"MERITON" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidators of the Concerned, to sell by Public Auction, on

FRIDAY,

the 25th July, 1916, at 10.30 a.m., on the 2nd Floor, Princes Buildings, No. 1, Des Vaux Road.

OFFICE FURNITURE,

Including:—
Remington Typewriters, Copying Press, Duplicators, Electric Table Fans and Fittings, Clock, etc., etc., One large Cabinet Safe by well-known manufacturer, Safes by Chubb, Phillips of Birmingham, Cables, etc., etc., etc. (Full Particulars from Catalogue.)
On view day of Sale.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, July 22, 1916.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction on

FRIDAY,

the 25th day of July, 1916, at 3 o'clock in the afternoon at their Sale Rooms, 100, House Street, Victoria, Hongkong.

The following very desirable residential property at the Peak:—
situate in Chamberlain Road, 100 yards from the Peak Tram Station and adjoining the Peak Hotel.
Being RURAL BUILDING LOT No. 78 and known by the name of "TREVERBYN".
The property is held under Crown Lease and contains an area of 44,004 square feet.
For further particulars and conditions of sale apply to
Messrs. HASTINGS & HASTINGS
Vendor's Solicitors,
No. 8, Des Vaux Road, Central
or to
Messrs. HUGHES & HOUGH,
The Auctioneers.
Hongkong, July 11, 1916.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

SATURDAY,

the 26th July, 1916, at 11 a.m., at No. 19 Robinson Road (lower flat) (Entrance also from Conduit Road).

HOUSEHOLD FURNITURE,

Consisting of:—
Teakwood Hall Stand with Mirror, Teakwood Bookcases, Screens, Teakwood Dining Table and Chairs, large Armchairs, Pictures, Crockery and Glass Ware, Double Bed-mounted Beds, large Teakwood Wardrobe with Mirror, Teakwood Bureau with large Mirror, Camphorwood Chest-of-drawers, Coal-Matting and Rattan Furniture.

The above Furniture is chiefly of Messrs. Lane, Crawford & Co.'s Manufacture.
(Full Particulars from Catalogue.)
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HUGHES & HOUGH,
Auctioneers.
Hongkong, July 22, 1916.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

SATURDAY,

the 26th July, 1916, at 4.45 p.m., at "Rogate" Austin Road, Kowloon.

VALUABLE HOUSEHOLD FURNITURE,

Consisting of:—
Teakwood Hall Stand with Mirror, Teakwood Bookcases, Screens, Teakwood Dining Table and Chairs, large Armchairs, Pictures, Crockery and Glass Ware, Double Bed-mounted Beds, large Teakwood Wardrobe with Mirror, Teakwood Bureau with large Mirror, Camphorwood Chest-of-drawers, Coal-Matting and Rattan Furniture.

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(Full Particulars from Catalogue.)
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, July 22, 1916.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

THURSDAY,

the 27th July, 1916, commencing at 3 p.m., at Tai-Koo Dock Yard, Quarry Bay.

3 Steel Boats, about 30 feet long, 3 Wooden Boats, about 30 feet long, salvaged ex. S.S. "CHIYO MARU".

A Steam launch will leave Blaise Pier at 2.15 p.m. to convey intending purchasers.

Terms:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, July 25, 1916.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 31st July, 1916, commencing at 11 a.m., at No. 28 Godown of Hongkong and Kowloon Wharf and Godown Co., Ltd. (Kowloon), salvaged ex. S.S. "CHIYO MARU".

A Quantity of COPPER, BRASS & IRON PIPES, FITTINGS, Etc., Etc., Etc.

3 BRONZE PROPELLERS.
Terms:—Cash on delivery.
On view Now.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, July 24, 1916.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

FRIDAY,

the 25th July, 1916, at 3.30 p.m., at A King's Shipway, Wanchai, The Motor Boat

"HALESON,"

Length... 27 feet
Beam... 6
Thornycroft Engine,
Recently refitted and in good running order.

Further particulars may be obtained from the undersigned.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, July 22, 1916.

PUBLIC AUCTION.

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FRIDAY,

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DESTITUTE CATHOLIC CHINESE.

BISHOP POZZONI COMPLAINS OF INSUFFICIENT BURIAL SPACE.

A letter by Bishop Pozzoni applying for additional ground for the burial of Chinese destitutes was considered at a meeting of the Sanitary Board yesterday afternoon. His lordship stated there was no room in the Cemetery at Mount Caroline for the burial of Chinese destitute dead of the Roman Catholic community. He also asked that the area so allotted should be sufficiently large so that the necessity of further extension in the future should be avoided.

President of the Department (Mr. W. D. TRAUTMAN) intimated to the effect that two alternative sites had been marked out, both of which were situated in the vicinity of the Bellios Reformatory. Both were suitable to be used as cemeteries, but there were other considerations. For instance, there was the proximity of the new Indian boys' school. Destitute burials, he added, took place in the present Roman Catholic Cemetery daily, and sometimes as many as ten, chiefly of small children, were buried in one day. Whichever site was chosen, those bodies would be brought near or in sight of the school, and it was hardly a good thing for school-boys to have those rough and ready funeral always before their eyes, or to have a graveyard as a background for their classroom. Therefore, he did not see any need for providing with a graveyard for destitute burials.

Although the sympathies of the mass of the people were on the side of the North, those of London society, which found expression in Parliament at that time to a much greater extent than would be the case at present and which were strongly represented in the London press, were very decidedly in favour of the Southerners. Moreover, the Trent affair, which at one time threatened to lead to war, the depredations caused by the Alabama and other ships which had issued from British ports, and the fact that English blockade runners were active in supplying arms and ammunition to the Southerners, caused great irritation in the United States. I was also aware that considerable reluctance was shown by the American military authorities to allow foreign officers to go to the front.

As a matter of fact, when I eventually got to the lines before Petersburg only one foreign officer besides myself was present. He was a French colonel of engineers, who was a good deal older than myself and gave me some very good advice. After I had seen something of the Northern army I should rather have liked to visit the other side; but my more experienced French comrade very wisely pointed out to me that by doing so I should place myself in a very awkward position, as I should, without doubt, be asked questions to which it would be my duty not to reply—about what I had seen on the federal side. I therefore abandoned the idea. I was furnished with a letter of introduction from the Foreign Office to Lord Lyons, who then represented Great Britain at Washington. But I relied less on this than on my family connection with America. My cousin, Mr. Thomas Baring, who was then the head of Barings' firm and a strong conservative, had vigorously defended the cause of the North in Parliament, and had deprecated what he considered the excessive sympathy shown for the Southern cause. My anticipations proved correct. It was his recommendation, far more than official help, that enabled me eventually to realize my wishes.

SPIRIT OF THE NORTH.
I arrived in New York early in June. At that time I do not doubt that the leading civil and military authorities of the United States were aware that the South, after a very gallant defence, were approaching exhaustion and that the end was not far off. But for all that, to the general public affairs from the federal point of view looked very black. The Northern army had incurred several defeats. The credit of the United States government was greatly depreciated. Shortly after my arrival in New York I cashed a check on London for which I had received thirteen paper dollars (greenbacks) for a sovereign. General Early's raid had recently taken place. The bridge over Gunpowder Creek on the line between Washington and New York had been blown up, and, although communications had been restored, passengers were obliged to cross in boats. When I arrived in Washington the dead were being buried within five miles of the Capitol.

Young and inexperienced in politics as I then was, I had not been long in New York before I came to the conclusion that all the knowledge I had derived from the London press of the actual state of affairs in America had to be swept aside. If, I think, impossible to speak in terms of too high admiration of the sturdy determination and patriotism then shown by the Northerners, and more especially by all the commercial community of New York. Trade was greatly depressed. Men who before the war had been making their thousands a year were now content to make a few hundred.

There was, of course, a good deal of distress and much disappointment at the defeat which had been incurred, but there was not the smallest sign of flinching. Every class of the community appeared thoroughly determined to fight on until victory had been secured for the great cause of preserving the Union. No very accurate information was readily obtainable as to what was going on at the front. Newspaper correspondents were not allowed to accompany the armies in the field, and although letters purporting to be

from the front appeared in the newspapers I was given to understand that a good many of them were really written in the editorial offices of New York, Philadelphia and other cities.
Much to my annoyance I was kept for some considerable time at Washington while a correspondence was going on as to whether I was to be allowed to go to the front or not. Thus a good deal of the very limited time as my disposal was wasted. Eventually, however, a pass was given to me, and I went down in a steamer to the James River.
At that time General Grant was in command of all the armies, but the actual operations before Petersburg were conducted by General Meade. The first object that met the eye of the soldiers who were attacking Petersburg when they landed at the base on the James River could not have been particularly encouraging to a recruit. It was a huge advertisement stating in language of which I do not remember the precise terms, something to the effect, that a certain firm would "embalm bodies" at very reasonable prices and send them to any part of the United States.
When I got to the lines before Petersburg, which were a few miles distant from the base, I was handed over to the care of General Hunt, a fine old veteran, who was in command of the artillery. Nobody could have been kinder than he was to me, and the same may be said of the officers of the staff with whom I lived—Colonels Lyman, Lunsan, and others—all as gallant fellows as ever lived, and very competent officers. I fear few, if any, of them are now alive. So far as I was concerned, their great preoccupation appeared to be to see that I should run no unnecessary risks.

IN THE TRENCHES.
On this account, and not in the least because there was anything to conceal, General Hunt was rather indisposed to let me visit the trenches, but on his pointing out to him how cruel it would be not to allow me to see something of what was going on he very kindly met my wishes. But he insisted on my wearing a blue American cap instead of my English artillery forage cap, which had a broad, bright gold band round it, and which, besides being a singularly unsuitable head dress to wear during the heat of a Virginia summer, afforded a good mark for the enemy's riflemen.
I give another instance of their kind behaviour toward myself. There was one spot in the zigzag leading to the trenches where for about fifty yards the mud was very deep. In order to avoid wading through it parties going down to the front used to jump to the top of the parapet, then run along for fifty yards and jump down again into the trench. The Confederates were aware of this and had some marksmen stationed at a distance of some four or five hundred yards to watch the point. Whenever I went down I used to find a number of men collected, all laughing and talking as to who should go first, as, of course, these were most exposed to risk. One thing was absolutely insisted upon—namely, that I should not be allowed to go first. So I and others waited until some two or three bold spirits jumped up and ran along the bank, and then we scrambled along as hard as we could after them. I never saw any one shot at this spot, but it was a marvel to me how they escaped, for the bullets came whizzing along pretty freely.
Most of the officers with whom I lived were strong partisans of McClellan, in whom, in spite of his failure as a commander, they still maintained the most absolute confidence. I arrived very shortly after the end of what was called the battle of the Wilderness, which was, in fact, a series of battles lasting for, I think, about seventeen days. Grant's first idea was to attempt to reach Richmond, which was the Confederate capital, by marching up the left bank of the James River. The country was singularly adapted for defence. It was marshy and thickly wooded. The Confederates, therefore, made intrenchments furnished with parapets of logs and cleared a space in front of them. Frontal attacks were made and the result was that the loss of life was appalling. When one line of life was appalling. When one line of life was appalling. When one line of life was appalling.

THE AMERICAN CIVIL WAR.

LORD CROMER'S REMINISCENCES.

Lord Cromer has written for the "Spectator" an interesting series of reminiscences of the American civil war, of which the following is the first to be published.

It has been represented to me that it might be of interest to some of your readers, both in this country and in the United States, to learn something of the reminiscences of one who, for a short time, was a spectator of the stirring events which occurred in America fifty-two years ago. I may mention that I did not at the time keep any diary or notes of what I saw. I am, therefore, writing entirely from recollection.

LEAVES FOR AMERICA.
In 1864 I was twenty-three years of age and a subaltern in the Royal Artillery. I had been employed on the staff of Sir Henry Stokes, the Lord High Commissioner of the Ionian Islands. When, in May, 1864, the islands were ceded to Greece, I returned to England. I was aware that in a few months Sir Henry Stokes would be sent as Governor to Malta and that I should be re-appointed to serve on his staff. I was very anxious to see something of the war which was then proceeding in the United States, and therefore, having obtained leave, I determined to occupy my time during the interval before proceeding to Malta by a visit to America.

I was well aware that it would not be easy to get to the front. At that time the relations between England and the United States were very strained. Although the sympathies of the mass of the people were on the side of the North, those of London society, which found expression in Parliament at that time to a much greater extent than would be the case at present and which were strongly represented in the London press, were very decidedly in favour of the Southerners. Moreover, the Trent affair, which at one time threatened to lead to war, the depredations caused by the Alabama and other ships which had issued from British ports, and the fact that English blockade runners were active in supplying arms and ammunition to the Southerners, caused great irritation in the United States. I was also aware that considerable reluctance was shown by the American military authorities to allow foreign officers to go to the front.

As a matter of fact, when I eventually got to the lines before Petersburg only one foreign officer besides myself was present. He was a French colonel of engineers, who was a good deal older than myself and gave me some very good advice. After I had seen something of the Northern army I should rather have liked to visit the other side; but my more experienced French comrade very wisely pointed out to me that by doing so I should place myself in a very awkward position, as I should, without doubt, be asked questions to which it would be my duty not to reply—about what I had seen on the federal side. I therefore abandoned the idea. I was furnished with a letter of introduction from the Foreign Office to Lord Lyons, who then represented Great Britain at Washington. But I relied less on this than on my family connection with America. My cousin, Mr. Thomas Baring, who was then the head of Barings' firm and a strong conservative, had vigorously defended the cause of the North in Parliament, and had deprecated what he considered the excessive sympathy shown for the Southern cause. My anticipations proved correct. It was his recommendation, far more than official help, that enabled me eventually to realize my wishes.

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Much to my annoyance I was kept for some considerable time at Washington while a correspondence was going on as to whether I was to be allowed to go to the front or not. Thus a good deal of the very limited time as my disposal was wasted. Eventually, however, a pass was given to me, and I went down in a steamer to the James River.
At that time General Grant was in command of all the armies, but the actual operations before Petersburg were conducted by General Meade. The first object that met the eye of the soldiers who were attacking Petersburg when they landed at the base on the James River could not have been particularly encouraging to a recruit. It was a huge advertisement stating in language of which I do not remember the precise terms, something to the effect, that a certain firm would "embalm bodies" at very reasonable prices and send them to any part of the United States.
When I got to the lines before Petersburg, which were a few miles distant from the base, I was handed over to the care of General Hunt, a fine old veteran, who was in command of the artillery. Nobody could have been kinder than he was to me, and the same may be said of the officers of the staff with whom I lived—Colonels Lyman, Lunsan, and others—all as gallant fellows as ever lived, and very competent officers. I fear few, if any, of them are now alive. So far as I was concerned, their great preoccupation appeared to be to see that I should run no unnecessary risks.

IN THE TRENCHES.
On this account, and not in the least because there was anything to conceal, General Hunt was rather indisposed to let me visit the trenches, but on his pointing out to him how cruel it would be not to allow me to see something of what was going on he very kindly met my wishes. But he insisted on my wearing a blue American cap instead of my English artillery forage cap, which had a broad, bright gold band round it, and which, besides being a singularly unsuitable head dress to wear during the heat of a Virginia summer, afforded a good mark for the enemy's riflemen.
I give another instance of their kind behaviour toward myself. There was one spot in the zigzag leading to the trenches where for about fifty yards the mud was very deep. In order to avoid wading through it parties going down to the front used to jump to the top of the parapet, then run along for fifty yards and jump down again into the trench. The Confederates were aware of this and had some marksmen stationed at a distance of some four or five hundred yards to watch the point. Whenever I went down I used to find a number of men collected, all laughing and talking as to who should go first, as, of course, these were most exposed to risk. One thing was absolutely insisted upon—namely, that I should not be allowed to go first. So I and others waited until some two or three bold spirits jumped up and ran along the bank, and then we scrambled along as hard as we could after them. I never saw any one shot at this spot, but it was a marvel to me how they escaped, for the bullets came whizzing along pretty freely.
Most of the officers with whom I lived were strong partisans of McClellan, in whom, in spite of his failure as a commander, they still maintained the most absolute confidence. I arrived very shortly after the end of what was called the battle of the Wilderness, which was, in fact, a series of battles lasting for, I think, about seventeen days. Grant's first idea was to attempt to reach Richmond, which was the Confederate capital, by marching up the left bank of the James River. The country was singularly adapted for defence. It was marshy and thickly wooded. The Confederates, therefore, made intrenchments furnished with parapets of logs and cleared a space in front of them. Frontal attacks were made and the result was that the loss of life was appalling. When one line of life was appalling. When one line of life was appalling. When one line of life was appalling.

INTIMATIONS

ALEXANDER'S LEMON SQUASH

Prepared from FRESH AUSTRALIAN LEMONS with full flavour of the Peel.

ONE or TWO Tablespoonfuls with cold plain Aerated or Mineral Water forms a DELICIOUS AND REFRESHING BEVERAGE.

DONNELLY & WHYTE,

SOLE AGENTS,
Queen's Buildings.



"AMUSEMENT WITHOUT DISCOMFORT"

SEE THE

PALISADE

OUT-OF-DOOR-PICTURES.

LOCATION, NEAR POST OFFICE, KOWLOON.

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(Reuter's Service to the China Mail.)

**DUTCH FISHING VESSELS IN
PROHIBITED WATERS.**

AT THE
EXHIBITION
 WILKINSON
TANSAN
 WAS AWARDED
 100 PER
 MARE
FOR PURCHASE
 AND ALSO FOR
THE
GOLD
MEDAL
THROUGH
GOLD
MEDAL
 HAVE BEEN
 AWARDED
WILKINSON
TANSAN
 THIS YEAR
 SOLE AGENTS
GANDER
PRICE
CO.

HONGKONG POLICE RESERVE.

BAND AND ORCHESTRA.
His Excellency the Governor has given a sum of \$100 towards the amount required to clear the Band Fund over draft.

PARADES.

All parades of the Police Reserve units except of the Mounted Patrols and Recruits, are suspended until further orders.
The parade ordered for Thursday, July 27th, is cancelled.

JOINED.

Mounted Patrols—E. Hyndman.
No. 2 Company—F. E. d'Almeida Re-
moules.

HEADQUARTERS CLUB.

A Billiard Table has been presented by N. J. Stubb Esq.
The Bar and Recreation Committees will meet at the D.S.P. Office at 3.30 p.m. on Thursday, July 27th.
F. C. JENKIN,
D.S.P. (R.).

To-day's Advertisements

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction,
(FOR BENEFIT OF THE CREDITORS)
on

FRIDAY,

the 28th July, 1916, at 11.00 a.m.,
on the 2nd Floor, Prince's Buildings,
No. 1 Des Voeux Road.

ONE LARGE CABINET SAFE
(2 SETS OF KEYS)
Terms—Cash.

HUGHES & HUGHES,
Auctioneers.
Hongkong, July 26, 1916.

NOTICE.

ANY EUROPEAN, NON ASIATIC or INDIAN desiring to join the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the name of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

THE HANDY BOAT FOR MACAO.

THE Steamship
"CHUEN CHOW"
The ONLY BOAT LEAVING at 5 P.M. EVERY DAY.

Back again by noon on the following day,
SUNDAY—Leaves Macao 5 P.M.
Arrives Hongkong about 9 P.M.

FAKES—First Class \$2 Single; \$3 Return (Saloon).

First Class 80 cts. Single; \$1.50 Return (Saloon) for Chinese.

Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation.

Passengers may sleep on board without additional charge on return tickets only.

THE "CHINA MAIL"

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$36 per annum in advance and per annum "pro rata".

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts. Credits 25 cts., per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty cents each.

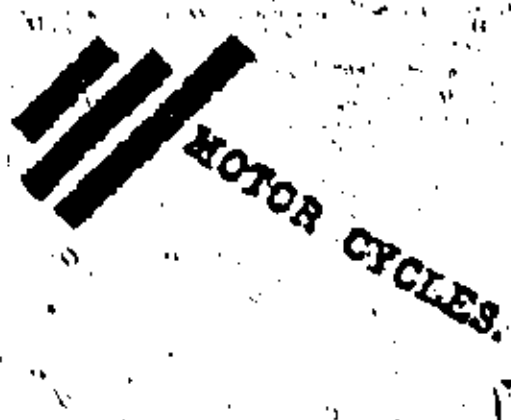
Alterations and additions to advertisements on Pages 2, 3, 6, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: "MARI" Hongkong. Code: A.B.C. 5th Edition.

Telephone No. 22.

THE CHINA MAIL, LIMITED



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ALEX. ROSS & Co.

4, DES VOEUX ROAD,
PHONE 27

TO LET.

ONE FLAT OF FOUR ROOMS over Kowloon Dispensary, partly furnished.—Apply Kowloon Dispensary, or Secretary A. S. Watson & Co., Limited, Hongkong, June 18, 1916. 791

TO LET.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, April 7, 1916. 611

TO LET.

A SMALL GODOWN in Prince's Building.
For particulars etc. apply
THE HONGKONG CENTRAL ESTATE LTD.
Hongkong, May 2, 1916. 623

TO LET.

A TWO-STORIED EUROPEAN HOUSE at No. 19 Kennedy Road East, consisting of four large rooms with Bathrooms and Out-houses complete.
Apply—
YOUNG HEE,
10, Des Voeux Road Central.
Hongkong, June 28, 1916. 783

TO LET.

OFFICES on 1st Floor, No. 3 Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE CO., LTD.
Hongkong, April 28, 1916. 59

TO LET.

OFFICES, at 2 Connaught Road, OFFICES, in King's Buildings, HOUSES, in CLIFTON GARDENS, Nos. 1 & 2 West End Terrace, CANTON.
Apply—
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, July 1, 1916. 680

TO LET.

HOUSE in Kowloon.
No. 2, Lyceum Villas
No. 7, Ormsby Terrace.
Apply to—
CHANG YUK SHU,
C/O YEE SANG FAT CO.
34, Queen's Road Central
Hongkong.
Hongkong, July 1, 1916. 680

TO LET.

OFFICES in Prince's Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators
REUTER BROSCHERMAN & Co.
Hongkong, April 15, 1916. 542

TO LET.

THREE-ROOMED FLATS in Humphreys Buildings, Kowloon.
FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Charge System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
TWO-ROOMED-FLATS in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Alexandra Buildings.
Hongkong, Dec. 24, 1914.

HONGKONG TIDES.

July 27th to August 2nd, 1916.									
		High Water				Low Water			
Day	Month	Time	Height	Day	Month	Time	Height	Day	Month
Thurs	July	27	h m	high.	Thurs	July	27	h m	low.
		28	7 55	2.9			28	3 18	2.5
		29	7 55	2.9			29	3 46	2.5
		30	7 40	3.0			30	1 10	2.5
		31	7 40	3.0			31	1 40	2.5
Fri.	Aug.	1	7 40	3.0			1	2 08	2.5
		2	7 41	2.9			2	2 37	2.7
		3	7 41	2.9			3	3 05	2.7
		4	7 42	2.7			4	3 33	2.7
		5	7 42	2.7			5	4 02	2.6
Sat.	Aug.	6	7 43	2.6			6	4 31	2.6
		7	7 43	2.6			7	5 00	2.6
		8	7 44	2.5			8	5 29	2.6
		9	7 44	2.5			9	5 58	2.6
		10	7 45	2.4			10	6 27	2.5
		11	7 45	2.4			11	6 56	2.5
		12	7 46	2.3			12	7 25	2.5
		13	7 46	2.3			13	7 54	2.5
		14	7 47	2.2			14	8 23	2.5
		15	7 47	2.2			15	8 52	2.5
		16	7 48	2.1			16	9 21	2.5
		17	7 48	2.1			17	9 50	2.5
		18	7 49	2.0			18	10 19	2.5
		19	7 49	2.0			19	10 48	2.5
		20	7 50	1.9			20	11 17	2.5
		21	7 50	1.9			21	11 46	2.5
		22	7 51	1.8			22	12 15	2.5
		23	7 51	1.8			23	12 44	2.5
		24	7 52	1.7			24	1 13	2.5
		25	7 52	1.7			25	1 42	2.5
		26	7 53	1.6			26	2 11	2.5
		27	7 53	1.6			27	2 40	2.5
		28	7 54	1.5			28	3 09	2.5
		29	7 54	1.5			29	3 38	2.5
		30	7 55	1.4			30	4 07	2.5
		31	7 55	1.4			31	4 36	2.5